he North, no important news has came to hand. arrival of the Josiak Bradley on Tuesday, 165 days from laces in hand a large cargo, consisting mostly of ship part of which are supplies sent out by owners for the Prior to her arrival, quite a speculative feeling was ob-

The ship Milwoukie, is en route for San Francisco from Meime with passengers, and will probably sail the latter part

the light winds prevailing may perhaps have delayed vessels ex-The flow back Architect, is loading at Market Wharf and will

find a full cargo. To sail 10th to 12th inst. stice with pleasure that the Bakery is manufact rior article of hard bread, and such is the demand exfor B, that thus far, it has been able barely to supply it. there is no reason why we should not produce here, the bulk of thie by the agent of the company, are superior to anything of the kind we have ever met with.

COAR-No. 1 is jobbing at 7 jc.; sales at auction of 24 hal WOOD-Supply is large. The best \$12 per cord.

ales at 16c. PULU-Sales of unpressed at 9c. BEANS-Ace in demand

LATEST DATES, received at this Office.

PORT OF HÔNOLULU, H. I.

For full reports of Whalers, see 4th page. ARRIVALS.

Oct. 27-Am wh ship Robin Hood, McGinley, fm the Arctic. Season 100 wh, 2000 bone: voyage, 650 wh, 27-Am whok Covington, Newman, fm the Arctic via La-haina. Season 560 wh, 6000 bone; voyage, 1150 wh, 40 sp. 13,000 bone. 27—Haw sch Excel, Kohuns, fm Kanai with native pro-

19 Haw sch Keoni Ana, Rikeke, fm Kona, Hawaii, with 23 Haw sch Mary Reed, Berrill, fm Kawaihae with cattle 29-Haw sch Kekauluchi, Marchant, fm Kona, Hawaii, with native produce. 29—Haw sch Henry, English, 9 days fm Fannings Island

with 2600 gallons of coconnut oil. 36—Am which E F Mason, Smith, fm the Ochotsk. Sca-son 1000 wh, 9000 bone; voyage, 1800 wh, 100 wh, 5000 bone.

31-Am her brig Josephine, Stone, fm Bakers Island, jn 11-Haw sch Manuokawai, Beckley, fm Lahaina with Ma-

2-Bar bark Harmony, Kelly, from the Ochotsk, 800 wh, 2—Am wh bark Gratitude, Davis from Lahaina. 2—Ser Margaret, from Kausi.

DEPARTURES.

27—Fr wh ship Manche, Lalanne, to cruise.
27—Steep Live Yankee, Morse, for Lahaina.
28—Am Birk Frances Palmer, Paty, for San Francisco.
25—Sch Encel, Kohana, for Kauai.
29—Am wh ship Magnolia, Pierce, to cruise.
29—Am wh ship George Washington, Brightman, to cr.
30—Haw sch Kamehameha IV., Henry, for Kawaihae. 2—Am wh ship Benj. Morgan, Sisson, to cruise.

2—Am wh ship Benj. Morgan, Sisson, to cruise.

2—Am wh ship America, Bryant, to cruise.

2—Am wh ship Mary, Jenks, to cruise.

3—3ch Kamoi, Wilbur, for Labaina.

MEMORANDA.

Baroar or many Hannony.—Left Oahu on March the 28th had N. N. W. and westerly winds, until the 4th of April. Had a very heavy gale on the latter part of that day, and the 5th with a very heavy sea. Gale commencing at N. by E. and haul-ed gradually round to the N. W. It commenced in Lat. 23 deg. 36 min. N. and Long. 160 deg. W., its wake passed in 23 deg. 12 min. N. 160 deg. W., and ended in 23 deg. 51 min. N. 160 deg. 50 min. W. Bird Island about 180 deg. 44 min. W., distant 45 miles, bar. 29 deg. 407, ther. 69 deg. 5 min. Had light N. N. W. and S. W. winds to the Kodiack. Found the hales scarce and shy, all going quick, and the weather foggy and balsterous. Heard of great number of vessels, none of which had done much. Gut three whales on the Kodiack which made about 200 barrels, struck the first on the 22d of June. Entered taka on the 6th of July, had nothing but light winds and thick fog, saw whales once on the 10th, thence went to the Arctic. Entered the Arctic on the 24th of July, repassed the straits of libering on the 8th of August, having been up as for porth as 70 deg., and from 167 deg. 20 min. W. unto 170 deg.

60 min. W., without seeing's sign of a whale; saw a great number of vessels off Cape Lisburn. The weather most of the time was ather boisterous with thick fogs. Had a look round Bristol ag, but may nothing; craised off St. Pauls, may a good show of false but the weather still continued rough and foggy, any-ling but good whaling weather. Got four whales which made best \$50 barrels. Left St. Pauls ground on the 3rd of October, see through Ounlmak passage on the night of the 4th. Had winds for two days from the N. W. and west, when it hanled to the southward and S. E. and blew a heavy gaie S., and then hauled saddenly to the west and W. N. W. and blew another heavy gale, splitting fore topsall and carrying the waist net, stove, but lost the bow boat. On the 6th, a kanaka named min. N. and Long. 151 deg. 37 min. W, the wind hauled to to S. S. W. and S. W. and remained so until we arrived in Lat. 28 deg. 32 min., Long. 139 deg. 40 min., either blowing a gale or colm. Since we had nothing but light variable W., N., NE. E., and SS. W., winds. On the 20th of October, in Lat. 23 dez. 58 min., 150 deg. 18 min. W., got strong ESE, and E. winds until the Slat, when the wind hauled S. and SSE, with squalls. Saw see at \$ P. M. and had light SSE, and E SE, winds all the first, which day we got light trades. Hove too off Maka-

can at 11 P. M. after a passage of 28 days from the Fox Island

T Ship Robin Hood, McGinley—Reports having cruised in Arctic with fair weather. Saw plenty of ice but few whales, which were going very fast and shy, the only whale captured taken on 30th of July off Cape Lisburn. Left the whaling round the 12th of September and put into Plover bay, to stop a which was discovered near the stern post. Had six feet of see in the hold, succeeded in stopping it, but on the 2nd night for learing, it broke out a fresh, causing the ship to leak 500 es an hour, and have since been unable to stop it. Spoke the beig Kailus beating into Plover bay, hailing 300 barrels 21st ber, and left the bark Cleane intending to winter there. and the Sandwich Islands with moderate winds and fair her, came round Fox's Islands, and from thence had head Their the entire passage.

Er Burk Covington, Newman—Has cruised in the Japan
and Arctic Ocean, saw plenty of ice but very few whales exin the middle of June when they were seen in great num-

Took the first right whale 15th of May in the Yellow Sea

hat on the 27th of June in the Anadir Sea. Mr. Stephen a 3rd officer, a native of Azores, was struck by the flukes of the in consequence of which he died two days after. The Had fair weather all the passage down. Head, Lowen—Has cruised in the Kodiack and a faw a great many whales among the ice but the Aretic, in 71 deg. 15 min. N., passed the Sept 17th, came through the 172nd passage, The Miders, thence to Lahaina. Saw plenty of St. Pants Island, struck five and lost them, sunk

male. Weather during most part of the cruise was on the passage to Honolula was moderate and fine. Marcho, Dalley—Reports having cruised of Cape of Say Cape in the Arctic Count, with his weather

I white. Died September 6th, of constant plans, and notice of Mani, S. L. S. Parkins, has arrived in Kellinch, British this Dir wunder most of the time, but in the

Baw very little ice, and saw plenty of whales of St. Pauls, but the weather being very rough could not take any.

Had fair weather on the passage down to Honoiulu.

17 Ship Thomas Nye, Holly—Cruised in the Arctic Ocean. Had fair weather during the months of July and August, but while right whaling towards the end of the season had very heavy weather. Took the first bowhead the 1st of June and last right whale the 20th of September. First part of the season, saw large quantities of ice, cruised for some time in Shantar and S. W. bays. On the 20th of September spoke the ship Hobomok, with 806 barrels. Came through the fiftieth passage, and from thence to Honolula was 21 days. Experienced some heavy gales from the N. K. and S. W. with a high sea, lost boat and part of the bulwarks. Weather when nearing the Sandwich lands was fair and moderate.

By Ship Carolina, Harding-Has cruised in the Japan and Schotsk Seas, with fine weather in the former, but in the latter thick foggy weather. Has seen no ice during the whole season, took the first right whale 29th of March and the last on the 1st of September. Came through the fiftieth passage in company with the ship Wm. Thompson, season, 1400 barrels, 13,000 Had fair weather on the passage down until within 10 degrees of the islands, when southerly winds forced the ship to

D' Ship Sharon, Swift-Reports having experienced her while cruising in the Arctic. Saw very large quantities of ice, and pienty of whales. Took the first bowhead in the Arctic the 1st of September, and the first in the Kodiack 11th of May, came through Fox's Islands, was 16 days from thence to Lahaina; had moderate weather during the passage.

Tr Haw, schooner Henry, English-Reports a passage of 19 days from Fannings Island, during which had fair weather, bu with frequent heavy rain squalls and calms. The sch. Wamp, Capt. St. Clair, of San Francisco, being on a voyage of discovery, in trying to fetch Christmas Island, had fallen to leeward, and not into Fanning's Island to procure supplies of wood and water; also to repair the rudder, which had the pintles and gudgeons lamaged and carried away.

IF Ship E. F. Mason, Smith-Cruised off New Zealand, turing the months of December, January, February and March, and took 750 barrels of oil; had thick foggy weather, during their ruise in the Ochotsk; saw but little ice on account of not arriving there until the 20th of June, on which date they saw the first whale, came through the fiftieth passage, in company with several ships, among which was the Silver Cloud, all steering east. Left the whaling ground 7th of October, was 23 days from fiftieth

passage to Honolulu with head wines and light weather. Ship Orozimbo, Pease-Reports having cruised in the Ochotsk Sea with moderate weather and not so much fog as sual. The season was very forward and saw little ice off shore, saw some whales in Shantar Bay in the middle of July, after that

very few. Had very fine weather on the passage to Honolulu. Report from Baker's Island.

ARRIVED. August 19-Sh Onelda, Vincent, 23 months out, 1050 sp. st 19—Sh Oneida, Vincent, 23 months out, 1050 sp.

19—Bk Two Brothers, Davis, 9 mos out, 130 sp.

25—Sh Desdemona, Smith, 45 mos out, 1300 sp.

30—Petrel, Fuller, 23 mos out, 750 sp.

1.—Mt Wallaston, Coffin, 14 mos out, 250 sp.

2.—Bk Zone, Fraser, 12 mos out, 150 sp, 100 wh.

7.—Bk Canton Packet, Allen, 27 mos out, 950 sp.

7.—Sh Gazelle, Baker, 24 mos out, 1020 sp.

30—Eng sch Circansian, Wilson, from Sydney, chartered

by the English Government to come after the ship wrecked crew of the Virginia. Capt. Wilson reports the safe arrival of Capt. Wilson reports the safe arrival of Capt. Withers at Sydney in his longboar, and that the wreck was sold at auction, Aug. 11th, for the sum of sixty pounds sterling, as she then lay. He was not prepared to salvage on the few articles saved from the wreck and salled for Sydney again same day. Capt. Baker of the Gazelle had his wife with him. She is the daughter of Capt. Baker, of New Bedford, who was the discover and owner of Baker's Island previous to its purchase by the

American Guano Company.

The Mary Bradford arrived Sept. 12th, from Jarvis Island via The Mary Bradford arrived Sept. 12th, from Marys Bradford Proposition, where Capt. Peterson was left sick, and the mate was put in charge. He reports the Modern Times, recruiting at Upolushe had in a cargo of Guano from McKean's Island. Also, that the Ivanhoe had been there, sold her lumber, &c., and sailed for

Valparaiso and Chincha Islands, seeking.

Sept. 30th, the Mary Bradford went adrift from her moorings when almost discharged, and did not return until Oct. 6th. She had two can buoys in tow, and was very light. The brig Josephine arrived Sept. 19th, and salted next day for Howard Sept. 19th, and salted next day for Howard Sept. 19th. The men there report that the ship Wanderer, chartered by the United States Guano Company had touched there, and inquired after the Ivanhoe. She had orders to load at the island, the Ivanhoe had loaded at. Another vessel arrived at the same time and communicated with the Wanderer, supposed to be a whaler. The wreck of the Virginia commenced to go to increase Sept. 17th and in a few days broke up. pieces Sept. 13th, and in a few days broke up.
Oct. 7th, the brig sailed for Honolulu via Howland's and Palmyras Islands, leaving the last named island, Oct. 19. The Mary Bradford was expected to sail for Hampton Roads and orders with a cargo of Guano, Oct. 20th.

Jarvis Island Marine Report.

July 19-Mount Wallaston, Coffin-150 sp, 13 mos fm Raro

tongo, bound west. 20—Mary Bradford, Peterson—128 days from U S; mdse

20—Mary Bradford, Peterson—123 days from U S; mase to American Guano Company.
24—Victory, Gardener—9 days im Honolulu, dates from New York, 46‡ days.
27—Wanderer, Ryder—42 days im San Francisco via Christmas and Maddens' Island, bound west.
7—Bk Two Brothers, Davis—150 sp, 9 mos im Talcahuano, bound west.
Aug. 10—Bk Canton, Packet—900 sp, 24 mos im Rorotongo, bound west cruising on the line, Capt Baker.
2—Petrel, Fuller—750 sp—Rorotongo bound to Baker's Island.

July 13—Polynesia, Morse—U S, 1100 tons guano. 2—Gosport, Merrill—U S, 1050 guano. 13—Mary Bradford, Peterson—Baker's Island. 20—Victory, Gardener—U S, 1000 tons guano.

Hakodadi Shipping List, from March 15 August 4, 1859.

farch 11-Bk Silver Cloud; sld March 25 for Ochotsk. 11—Bk Silver Cloud; sld March 25 for Ochotsk.

14—Sh Brutus; sld March 25 for Ochotsk.

27—Sh Kutusoff; sld April 10 for Ochotsk.

27—Sh Chamiler, Price; sld April 10 for Japan Sea.

29—Sh Morea; sld April 6th for Japan Sea.

29—Sh Morea; sld April 6th for Ochotsk.

14—Sh Milton; sld April 10 for Ochotsk, 150 wh season

4—Bk Midas; sld April 7 for Ochotsk.

13—Sh Damel Wood; sld April 22 for Ochotsk.

13—Sh Bowditch; sld April 22 for Ochotsk.

13—Sh Bowditch; sld April 22 for Ochotsk.

13—Sh Bownich; an April 22 for Ochetsk.
13—Sk Dreme; sld April 22 for Ochetsk.
13—Sk Dehovare; sld April 22 for Ochetsk.
13—Gideon Howland; sld April 23 for Ochetsk.
16—Sk Mary; sld April 18 for Arctic Ocean.
14—Sh Thomas Dickasson; sld April 23 for Ochetsk.
15—Sh Tybee, sld April 24 for Arctic. Died on be in harbor, two men. in harbor, two men.

17—Sh Alice, Adams; sld April 24 for Ochotsk.

21—Bk Oscar came in in distress; repaired in four day

and left for Ochotsk.

21—Sh Spiendid; sid April 26 for Ochotsk.

21—Bk Robert Morrison, Tilton; sid April 26 for Ochot 24—Bk Wavelet, Swain; sailed May 4 for Ochotsk.

27—Sh Adeline; sid May 4 for Japan Sea, 250 wh

30—Sh Carolina; sld May 7 for Japan Sea.
30—Sh Northern Light; sld May 4 for Ochotsk.
2—Bk Amazon; sld May 8 for Ochotsk.
6—Sh Florida; sld May 10 for Arctic.
6—Roman; sld May 10 for Japan sea. 7—Bk Covington; sld May 15 for Ochsk, 350 wh, season 3—Sh Rapid; sld July 6 for Japan Sea, 370 wh, season

15—Wm Thompson; sid July 21 for Ochsk, 825 wh, season.
23—Omega; sid July 29 for Ochsk, 600 wh, season.
Also in Pour—2 traders from China; 3 vessels bound for Amoor River; 1 English man of war; 10 Russian men of war.

VESSELS IN PORT-NOV. 3.

Am bark Architect, Fish, up for San Francisco. Hamoverian bark Verden, Coppermant Br. bark Humphrey Nelson, Chellard. Am ship Siam, Rice. Haw, bark Gambia, Brooks, Am ship Black Sea, Cate. Am bark Bhering, Gilliat. Danish bark Maria, Ingermann. Am. ship Josiah Bradley, Dunbai Am briz Josephine, Stone. Spanisi sch Secrito, Hoadly. Haw sch Henry, English.

Hibernia 2d, Edwards
Jason, Hache, (Fr)
George & Mary, Walker
Polar Star, Weeks
Kutusoff, Wing
Majestic, Chester
Arab, Grinnell
St. George, Pease
George & Susan, Jones
Winslow, Couperi (Fr)
Washington, Purrington
Jirch Perry, Cannon
Thomas Nye, Holley
Carolina, Harding
Sharon, Swift
Gay Head, Lowen

Speedwell, Gibbs E. F. Mason, Smith Orozimbo, Pease tark Eliza Adams, Thomas Ripple, Chadwick Mary & Susan, Stewart Monmouth, Ormsby Camilla, Prentice Cannia, Prentoe Fortune, Lester Jirch Swift, Earl Midas, Tuttle Phoenix, Hempstead Mores, Manchester Superior, Wood Martha 2d, Dailey Covington, Newman Lark, Perkins Gratitude, Davis. Robert Morrison, Tilto Harmony, Kelly. g Victoria, Fish

IMPORTS.

Pre Jossah Bradlett, From Boston, Nov. 1.

J. C. Spalding—35 es clothing, 44 de boots and shoes, 116 de maise, 347 doors, 10 bdis blinds, 25 de sashes, 1 box hooks, 6 bris tar, 25 de pitch, 10 de varnish, 200 de flour, 30 bis gunn bags, 100 tons coal, 150 tris pork, 50 de beef, 3 cs domestics, 7 cs cider, 250 kegs nails, 5 bales ticks, 5 de stripes, 2 cs prints, 4 de sheeting, 10 bales de, 2 de denims, 6 bales and cs blankets, 20 cs denims, 50 bris whiskey, 65 cs tobacce, 500 bxs soap, 20 cs and bales drills, 25 bxs cordinis, 160 de ale and porter, 11 cs hats, 8 crates crockery, 2 bals of flannels, 50 bxs axes, 10 hf bris spirits, 100 cs de, 213 de oil, 20 cs hams, 51 cks ale and porter, 20 de wine, 1 bale corks, 10 bxs starch, 13 cs clothing, 50 bris rice, 150 cs gin and bitters, 250 kegs lead, 3 cs lead pipe, 10 bales sheeting, 7 bxs and 1 bdie plows, 10 cs chairs, 3 de carriage whats, 35 cks portor, 25 de brandy, 25 cs wine, 1 cs umbrellas, 3 cts rum, 9 cs saddlery, 6 crates crockery, 10 bxs starch, 10 cs mit, 5 cs carpets, 2 crates and 50 single demijohns, 20 bxs charcoal from, 250 de soap, 6 cases cheese, 25 hf bris dried apples, 79 cks coal, 213 de bread, 12 kgs brandy, 3307 ft plank, 7 cs clothing, 150 bdls iron, 5 pr brat davits, 2 while beats, 3 bxs and 1 hf bx spades, 4 cs powder, 50 de turpentine.

Osdars, 160 bris beef, 140 de pork, 33 cts bread, 15 bris tar and rosin, 3 bre chandlery, 2 de tobacce, 6 cts flour, 11 cts bread, 2 de flour, 1 de beef, 40 de ht, 10 cts bread, 2 de flour, 40 bris beef, 40 de ht, 10 cts bread, 2 de flour, 40 bris beef, 50 de beef, 62 de ht, 10 cts bread, 1 de beef, 32 bris beef, 40 de ht, 10 cts bread, 1 de beef, 32 bris beef, 40 de ht, 10 cts bread, 2 de flour, 40 bris beef, 50 de beef, 62 de ht, 10 cts bread, 2 de flour, 10 pckg shooks, 1 de html. 5 de bread, 16 bris beef, 50 de pork, 10 pckg shooks, 1 de html. 5 de bread, 16 bris beef, 50 de pork, 10 pckg shooks, 1 de html. 5 de bread, 16 bris beef, 50 de bread, 10 bris beef, 50 de bread, 10 bris beef, 50 de bread, 10 PER JOHAN BRADLEY, FROM BOSTON, NOV. 1.

Vessels Expected from Poreign Ports.

PASSENGERS.

From Baker's Island—per Josephine, Oct 31—Dr G P Judd, H Judd, Dr Drysdale, J G Mowery, seven seamen from ship Vanderer, and 15 Hawaiians.

For KAUAI-per Excel, Oct 28-Messrs Chemmittz and Gi Por Lanaina-per aria, Oct 29-Capt Davis, Messrs Pease, From Kawahiae—per Yary Reed, Oct 29—Mr Cornwell.
From Kona—per Kes Da, Oct 29—2d and 4th mates, four boatsteerers and two seamen of bark Tybee.
From Kona—per Keknuluohi, Oct 29—Miss M E Andrews, Messrs Sherwood and Demonica.

PORT OF LAHAINA.

ARRIVALS.

Oct. 25—Am wh sh Wm Thompson, Childs, fm Ochotsk Sea. Season 35 sp, 1490 wh, 12,000 bn; voyage 200 sp, 2500 wh, 30,000 bn; on board 35 sp, 2500 wh, 12,-

2500 wh, 30,000 bn; on board 35 sp, 2500 wh, 12,000 bn.

25—Am wh bk Martha 2d, Dailey, fm Arctic. Season 350
wh, 6000 bn; voyage 17 sp, 350 wh, 6000 bn; on
board 350 wh, 6000 bn.

26—Am wh bk Tenedos, King, fm Ochotsk. Season 29 sp,
500 wh, 5000 bn; voyage 40 sp, 1900 wh, 25,000
bn; on loard 20 sp, 800 wh, 5000 bn.

29—Am wh sh Marcia, Billings, fm Arctic and Bristol Bay.
Season 700 wh, 9000 bn; voyage 150 sp, 1300 wh,
15,000 bn; on board, 940 wh, 9000 bn.

29—Am wh sh Lancaster, Russell, fm Ochotsk. Season,
300 wh, 4000 bn; voyage, 60 sp, 300 wh, 4000 bn;
on board, 60 sp, 300 wh, 4000 bn.

DEPARTURES.

t. 25-Erie, Jernegan, for Honolulu. 25—Grega, Sanborn, to cruise south. 25—George Washington, Brightman, for New Zealand. 25—Thomas Nye, Holly, for Honolulu. 25—Bk Martha 2d, Dailey, for Honolulu. 25—Bk Covington, Newman, for Honolulu. 25—Bk Covington, Newman, for Honolulu. 27—Oemulgee, Green, for Honolulu. 27—New England, Hempstend, coast of California, 29—General Teste, Lemerciere, for Honolulu.

MARRIED.

In Honolulu, Nov. 1, at the Fort Street Church, by the Rev. E. Corwin, CHARLES H. JUDD, to Miss EMILY C. Currs, late of Portsmouth, N. H. Tr The Printers' congratulations to the happy young couple.

THE PACIFIC Commercial Advertiser.

THURSDAY, NOV. 3.

With great regret we record the intelligence of the fall and destruction of the bridge across the Wailuku river, at Hilo. At the same time, all must feel grateful that, of so many valuable and endeared lives, placed in extreme peril, all were saved. This bridge, so important not only to the people of Hilo, but to the whole Northern and Eastern part of the island of Hawaii, whose completion and opening we announced but a few weeks since, was a wooden structure resting on four chains, two on each side, stretched from bank to bank, across the river, a distance of about two hundred feet. The elevation of the bridge varied from fourteen to eight feet above the water. The facts, as we learn them from an eye witness, are these.

A party of several of the principal resident foreigners and visitors at Hilo had been across the river, making a picnic at the beautiful eminence, known as Puneo, the property of Mr. Pitman, and were returning to the town, in the latter part of the afternoon of the 21st October. The party was composed of the following persons, all mounted on horseback : Hon. S. L. Austin and Mrs. Austin, three sons and a daughter of Rev. D. B. Lyman of Hilo, R. H. Dana, Jr. Esq. of Boston, Capt. Henry Burdett of the Boston ship Raduga and Mrs. Burdett, Capt. Brown of the bark Belle and Mrs. Brown, Mrs. Gulick of Honolulu, (sister of Mrs. Austin), Miss Pratt of Honolulu (sister of Mrs. Charles Brewer), Mrs Hines, Mrs. Ashley, Capt. Blackmer, and J. H.

Coney, Esq. Sheriff of Hilo. Four of the party, Mr. Coney, Capt. Blackmer, Mrs. Hines and Mrs. Ashley, had crossed the bridge before any others had entered upon it. and were waiting on the opposite bank, where they had a plain but painful view of the whole scene. The rest of the party were crossing the bridge, at a walk, mostly in single file, and so distributed as to reach nearly across it, the foremost being nearly at the South end of the bridge while the rearmost were just entering upon it. At this moment, a loud report was heard of the snapping of a chain, instantly another, and then a crash, and the bridge tipped, broke and fell. Then ensued a scene that none but an eve witness can fully appreciate, the plunging and struggling of horses, the struggling of men and women, fragments of the railing and bridge, with deep water under them, and added to these, the shrill wail and cry of the natives, which spread instantly over the town, carrying dismay to the hearts

The danger of 'drowning, especially with so many good swimmers in the party and the instant aid of the natives, whose element is the water, was slight compared with the peril arising from the horses and the broken timbers. The natives rushed to the spot, and soon were in the water, rendering valuable aid. We have not learned the names of many who did good service, but we may mention that of a respectable native citizen, Kipi, the Tax collector of the district, who was riding near, and stripped and plunged in, and was among the foremost in aid and counsel.

Of the party crossing the bridge, Mr. Austin was foremost, and, when he heard the crack, he spurred his horse and succeeded in reaching the bank, just as the bridge fell. His wife was near him, but did not reach the bank, but fell back on the bridge with her horse. Mr. Austin finding his wife not across, went down the bridge and, with the aid of a native who had reached her, succeeded in extricating her from her horse, and getting her up to the bank, slightly bruised but nowise injured. The hors fell over into the wreck and was drowned, probably getting entangled in the the party were Capt. Brown and his wife. They had just entered on the it, and succeeded in getting off without going into the water. The next was Miss Emma W. Lyman, a girl of ten years of age. She was mounted on a mule, and that animal, with the quick instinct of danger for which the mule is famed, at the first sound turned right about and sprang back to the land, passing the horses of several of the party, and carrying the young lady safe off, but without an instant to spare. In confirmation of this instinct of the mule, the persons present say that no horse turned, and when the riders of some tried to turn them, they found it difficult to move them. The next was Capt. Burdett. He was at a distance from his wife, and seized the upper rail of the bridge and held to it by one arm, his horse going down into the wreck. He held there until he could climb over to get below, where he eached Mrs. Burdett just as she was brought to

The rest of the party, being near the middle of bridge, were all precipitated into the water, ir situation, among the broken

self there until a native swam to her and carried her off on his back. Miss Pratt also fell with her horse and managed to keep her seat, but the horse, a spirited animal, kicked and plunged so badly that Mr. Frederick Lyman went to her, took her from the horse and swam with her to piece of the bridge and sustained her there until the natives could reach her. Mrs. Henry Burdett fell among the horses and wreck of the bridge, and went under water, and was for a time in extreme peril, from which she was rescued by Mr. David Lyman, who extricated her and sustained her until the natives came to the spot, when she was carried to the shore unhurt, though a good deal exhausted. Mr. Dana was in the middle the bridge where it broke, and went into the river with his horse, keeping his seat in the saddle, but both becoming involved in the wreck of the bridge, Mr. Dana got a blow on the foot which fractured a bone and bruised him somewhat. Leaving his horse, he swam to a part of the bridge, but that breaking down he swam to the upper rail and came over that by hand to the shore, which he was the last to reach. Mr Lyman's third son, a youth of the Punahou school was near Mr. Dana, and likewise involved in the broken timbers, from which he extricated him self with some difficulty.

Thus all this party, to whom, death or serious injury was so imminent, were saved. They all felt it to be a great deliverance, and on the Sun day following they united in a request to the officiating clergyman, Rev. Mr. Coan, to return thanks for them in the public service.

We give no opinion as to the cause of this disaster. if the architect for his own satisfaction, or the public for theirs, desire an investigation we presume it can be had. It is plain that bridge which is to serve as the only means of transporting merchandise, produce and animals, from a large district to a commercial port, and which breaks down under the weight of some eight or ten horses with their riders without any luggage, passing it on a walk, and well dis tributed along its entire length,-it is plain that such a bridge was not strong enough for its purpose; but whether this arose from some unknown flaw in the chain, or other cause subsequent to and independent of the original design and execution, or, on the other hand, from some mistake in the principle of its construction, or want of strength in the materials, we do not pretend to know. There has been a great deal of discussion about the bridge at Hilo, since it was completed and opened. All that we know certainly is that the bridge sagged in the middle, making declension of about five feet from a straight line. Thus the wood structure gave no support to itself, but left its support and that of everything upon it to the chains alone, and not only so, but by reason of the declension in the middle, the support fell chiefly upon a small part

But our concern is now chiefly with the future. We trust that those in authority will be diligent to see that the bridge is immediately rebuilt, and not allow a commercial town to be without fit communication with its back country a day longer than is absolutely necessary. The people of Honolulu can form some idea of the importan of this bridge to Hilo, if they will imagine that a deep river separated the lower part of this city both from the Nuuanu Valley and from the region about Punahou and Waikiki, and that the river could not be forded. The necessity for the bridge has been recognized by all parts of the

The Attempted Insurrection on Hawaii.

The people of Kau, the most southern district of Hawaii, and the remotest from the seat of government, have always been noted as unruly characters, and holding "the powers that be" in rather slight consideration. Our readers will remember that we alluded some weeks ago to an insurrectionary movement on that island, in which the inhabitants of Kau resisted the tax assessors. Our attentive correspondent in Kons furnishes some interesting facts in regard to this affair, and of the rebellious character of the Kau people, who appear to retain more of the chival ry of their ancestors than their enlightened brethren on the other islands. Many stories are told of their rebellions against the exactions of the chiefs in old times. On one occasion during the life of John Adams Kuakini, when Governor of Hawaii, they chased one of his tax collectors all the way into Kona, he running for his life. Coming to Kailua, they went to the Governor, and boldly told him not to send any more such men to Kau or they should kill them. The story goes that Kuakini was amused at their temerity, and sent them off satisfied.

The recent disturbances in that district on th occasion of the assessment of taxes under the new law, which have resulted in the conviction and sentence of some twenty of the ringleaders, was rather a more serious affair than was supposed Though no doubt the people were exasperated by the injudicious conduct of the Assessors in putting on imperious airs, disdaining to talk Hawaiian. and searching closely in their enumeration, yet they had fully made up their minds, long before, to resist the enforcement of the law. Two weeks before the Assessors commenced their labors, the district had been thoroughly canvassed by the ringleaders, and the people persuaded, and in some instances intimidated, by threats of house burning, to join in the rebellion. And the intention was, to all intents and purposes, to raise a rebellion against the government of the present King, to throw off all allegiance, and to proclaim Kinau as King! Such was the programme. as boldly proclaimed, and their lack of a leader of chief blood was the only thing that prevented the affair from assuming serious proportions, and involving the loss of life.

As it was, they were prepared to do mischief and but for the prudent conduct of Lanui, the Deputy Sheriff, blood would no doubt have been shed. In the height of the riot, while several hundred people were assembled around with sticks, knives and poi-beaters, Mr. Laanui received an order from the District Justice, to proarrest the ring-leaders, suggesting at the same time that he take all the constables for the purpose. Had he done so, a collision would inevitably have resulted with some broken heads and a defeat of the police. The Sheriff, however, with creditable judgment went alone to the spot, and rode in amongst the crowd unarmed. They seemed surprised at his temerity, and after listen ing to the order to disperse, the ring-leaders were induced to talk the matter over quietly, and the people went home. The next day the arrests were made, and the trial and conviction of the ring-leaders took place at Hilo, at the last term days. of the court.

The story goes, that a sort of injustice has been the result of the trial, though it is not clear what truth there may be in it. It is said that those actively concerned in the riot, were fined only \$40 each on account of their having plead guilty to the indictment, while those who merely went to look on, and who pleaded " not guilty" were sentenced to three years each. The Kuasias, though living remote from the seat of govament, will however learn by the res opt to oppose its authority, that tilles

NOTES OF THE WEEK.

THE HONOLULU POLICE.—Honolulu is he quietness and order that prevails in it, notw standing the fact that hundreds, and often fifteen hundred strangers and seamen, as at the present time, are in port. The quietness of our Sabbaths is a cause of frequent remark by strangers, particularly those coming from the rowdy streets of San Francisco. Few villages, even in staid New England, are more quiet on that day. Take last Sabbath, for nstance—though the streets were thronged with seamen, natives and residents—quietness and order alone prevailed; and if cases of drunkenness occured, they were only among the purlieus of vice and kept from the keen observation of the police. This uietness in our streets is owing in no small degree to the efficiency of the Marshal and his able assistant the Sheriff, who appear to have imbued the whole police force with the same untiring vigilance which

NARROW ESCAPE .-- The necessity for framing some aws regulating the conducting of cattle through the public streets is becoming more imperative. On Thursday evening last, as Mr. Russell and a native were standing at the corner of Merchant street, opposite the store of Mr. A. Bolster, a bullock came along suddenly, and taking the parties by surprise made a dash towards them; the doors of the shop near which they were standing being closed, they had to beat a precipitate retreat, the bullock in full chase, snorting with fury. They took refuge at length by leaping a fence, the animal bringing up with great force against it. The blow received seemed to stun him, and probably to this circumstance they owed their escape. There was no person in charge of the bullock, or near him at the time. Had children been about the street, the consequences might have been

more serious. FROM BAKER'S ISLAND .- We publish among our memoranda some interesting ship news from this is land. We learn also from Mr. Judd, that the wharf, erected for shipping guano over the surf and breakers, has been completed. It is 400 feet long by 16 feet wide and has eighteen pair of shears. The platform is fourteen feet above high water mark. The rail-track extends the whole length, and the loaded cars, run down to the shutes outside of the breakers, where the bags are slid down into launches moored below. Everything is in complete readiness for loading ships with guano. The Mary Bradford was about commencing to load when the Josephine

FROM AUSTRALIA.-The Am. ship Milwaukee arrived on Tuesday from Melbourue, bringing papers to Sept. 5, which, however, control very little news of interest to our readers. She is a large number of passengers en route for San Francisco, among whom is Prof. Anderson, the prof. of the North, who has acquired a world-wide toutation as a conjurer, and who will give a few entertainments in this city, commencing on Friday evening, having detained the ship at a heavy expense solely for this object. Who would ever have dreamed that this wonderful conjurer would have peeped in on Honolulu? Yet so it is; and lovers of the marvelous will not fail to go and witness a performance seldom offered to them.

MOORING BOAT -The long boat of the British ship Forest Monarch, burnt at sea, which was brought to this port by the Jenny Ford, and bought by Capt. Holdsworth, was on Friday last launched from the workshop of Messrs Johnson & Foster, who have succeeded in fitting her for a substantial and serviceable mooring boat. She has been thoroughly strengthened and repaired, having solid knees and floor timbers added to her. She is also sheathed and ined all over with plank, copper fastened and sheathed outside with yellow metal. She is fitted with large and strong stern davit with a thick iron sheave, for the purpose of weighing an anchor, and strong bitts forward. She appears to be well adapted for the purpose intended.

KOLOA .- This port on the leward side of Kauai, is me of the very best and cheapest recruiting places for whalers in this group. Ships can now be supplied there with water without any difficulty. The water has been brought down to the beach, and by means of hose, it is conducted to the casks brought along side the wharf, at a very low charge. Vessels can obtain any quantity of wood without delay, other than the time necessary to put it aboard. Petatoes, and recruits of all kinds are reported to be abundant and cheap. 480 barrels of water were taken by the Fabius, in less than 10 hours. The summer has been very dry and warm, but the sugar cane looks well, and promises an average yield. On account of the drought, they will probably be a little later this season in commencing to grind the new

Capt. Cannon desires us to state that while his ship, Jirch Perry, in February last, was lying in the Middle Harbor, Ascension, two natives secreted themselves on board and were taken to sea, without his knowledge or that of his officers. One of these natives reported himself as brother-in-law or near relative of a high chief, or " nanakin" of the tribe. This man died Oct. 19th, just before the ship arrived in this port. The other remains on board and will be sent back by the earliest opportunity .- Friend.

THE ALLEGHANIANS .- Gave their last concert on Wednesday evening, and expect soon to leave for China. During their stay here, our citizens have been treated to a series of entertainments, which it is not often their privilege to enjoy. In their journeyings round the world, we wish them that success which their talents so justly entitle them to.

DEATH OF A CAPTAIN. -On Thursday last the flags of a great many ships and houses were hoisted at half mast, on account of the death of Captain Molde, formerly master of the whaling brig Antilla. He had not enjoyed good health for some time past, and remained on shore this season on that account.

FROM JARVIS ISLAND .- We are indebted to Mr. S. Wilder for the marine report from Jarvis island. He requests us to state that the visits of whalers there are always agreeable and that letters and papers directed to his care for them will be delivered, and their reports forwarded to Honolulu by first vessel.

JAPAN CURRENCY .- We would call the attention of shipmasters to the letter of our correspondent from Japan. The currency there promises, as we predicted a year ago that it would, to be the source of more inconvenience than anything else. Indeed there is no port in the Pacific, where greater loss in exchange must be submitted to in procuring supplies.

N. E. long. 128º12, a large island, and two smaller islands lying to the E. N. E. of the larger, and about 25 miles in extent. REMOVED .- Messrs. Harvey & Co., we notice, have just removed their Paint shop to the spacious build-

ing near Lewers' joinery. As heretofore, they are

on hand to execute all jobs in their line, with that

New Islands .- Capt. Smith, of the whaleship E.

dispatch and taste for which they are so well known. REFITTING.—The Hawaian schooner Liholiho is now undergoing thorough repair, and being completely refitted with new rigging fore and aft, she will resume her place on the Hilo route in about ten

We have been shown a very clever sketch of the broken bridge at Hilo, taken soon after the fall, by Mr. J. D. Mills. It gives a good idea of the acsident, as well as the surrounding locality and

Tax List.-We are forced to defer the publication ill another week, of the tax assessors list, prepared

We are indebted to Prof. Anderson and Capt. Rhodes, for Melbourne papers to Sept. 5; the latter received by favor of D. C. Bates.

EF The American mail of Supt. 20, in fully deal, may be lacked for by the first arrival from a

LOVE AND SUICIDE.-We rend in the Hae Hawaii, of last week, note of suicide by hanging, of a native at Koolau, on the 22d ult. The cause assigned was his passion for a mistress. Tragic consummations of illicit love would appear to be multiplying of late, and perhaps becoming a mania, three instances involving five lives having occurred within six months apon Oahu, almost in one neighborhood. This killing and dying for love is a Parisian fashion which ve should regret to see prevailing here, and suggest that it would be as well not to give the cases un necessary publicity, there being fools weak enough ava flow of '55 to Hilo Bay, to be account

the sum of \$4,000—based upon the a

Mr. Editor, please place the map of Har

you and we will consider this matter all

will see in tracing the route that it is very de

that it passes through an elevated, arid,

would, inhabit any part of it except the tree

ties, and that no person could be benefits

road except those living at the terminity

nhabitable country is opened up to settlement

travelers passing direct between the two

The first time I traveled the proposed

fifteen years ago, there was then a cart roots

distance, excepting about twenty miles three woods at the Hilo end. Since then, the han

finished the road through the woods, so the

ster, of the rocky mountain stripe, could

"cart" at Kawaihae, and get into Hilo ina

ble short time, accomplishing the task

\$40 instead of \$4,000. If there was urgent

for a cart road there, private enterprise

ine direct from Kawaihae to Makahanah

the entrance of Hilo Bay and about ten and

of the village. You will observe that w

through a highly fertile, well woodel con

ready inhabited, and cart roads made one

distance. You will likewise see that all the

tants of the coast through Hilo and the cast

of Hamakua can then avoid guich traveling

up through the woods to the road, as many

who live near the aljoining boundaries of

districts. But for ten miles each way from

hanalon, the jungle in the woods is so densely

be penetrated without great difficulty.

Makahanaloa as the terminus, or rather d

point through the woods, on account of a se

runs down through the woods from the

this place, forming a sort of water shed

cilitating the construction of a practicable,

is also conspicuously central for those on this the island desirous of a mountain road to We

If a cart road was completed from Kawaia

int, the natural sequence to it would be an

on of the same to the village, the latter

quite as much importance in contributing in terest and comfort of the district and town of

the rest of the road. No doubt the concern

cable the whole length. Can't say what then

be, and it would be of little use to say it

know, as I have small faith of living long en

see a good road made there or on the other neder the present "Jingall" molasses and was of things. It is well to post both sides have a faint escollection that government as menced making a road on the last propose but it was stopped very suddenly one day; due the cause, but suspect military policy and he jealousy had somewhat to do with it. Some

ing a hand in the construction of the real be

pective interest, perhaps; besides it was an law in those days for more than one man to fitted by any public enterprise on this island.

are somewhat altered here now, though the

Your correspondent frankly confesses be

immensely benefited in the event of a good

made on the last proposed route, and as his

is common with every individual in the di

sees no reason for concealing it. I do not w

understood as totally opposing the Wilks n

the representatives of an enlightened constitution pleased to vote \$4,000 for its construction

vote so too, for I'm too wise now to sole minority. I snub minorities, I despise the

as the unchristian exercise of "kicking as pricks." I merely wish to have both sides

ure presented in case of a tussel.

The Dr. Judd road? finish it to-be-sum.

cost over \$4,000; it would make a capita

excursionists to go up shooting wild gese.
pert hunter is able to "captivate," or a
about one a week and get himself chokel to

want of water-a consideration, as it wills

I see you advocate with warmth, the bridges in Hilo. That is creditable for all

Your efforts are gratefully appreciated hope you will continue them until the days public revenue are shamed into a sense of the

owards us No one can realize the actual

roads, for want of bridges, except by tracing "Hilo is the garden of these islands" is more undeveloped wealth than the whale Maui, and is nearly as large. Let the old it

Pipes us. Cigara-Leveling De

MR. EDITOR :- It is not often that if

ten" condescend to imitate the under-crust,

their practices; especially when these pri

low and nasty. But I have observed with

prise, that there is a frightful tendency of h

scend to the very lowest level of vulgarity,

who ought to have more self respect, and

even below the lowest depth of loaferismins

which, in its better aspects, is one of very

able gentility. I allude, of course, to gent

those, at least, who would resent the impu

they were not-going about the streets

old black clay pipe! Can you believe it!

blacker the better. In their esteem, the di

old pipe is, the greater is their enjoyment

Now, I do not wish to interfere with the

personal liberty of individuals, but in this

afraid the good name of Honolulu will sufer,

cent strangers on landing on our shores,

occupying the highest positions of respectab

responsibility likewise, going about the str

ing old black clay pipes! What estimate

place upon the society of a place where

We are not much surprised when we see

"long-shore-men" puffing away at an old

in the streets, but when the disgusting pro

tion, and who ought to be men of refinement

suffer in the estimation of all decent people

arrived, so that a scarcity of good cigars

N. B .- A fresh supply of Manillas have

First Crusade of the Nineteenth Co

Ms. Epiros :- The prosecution of a whal

ge under the most favorable circumstal

companied with severe trial and hardship,

ttended with bad luck, a life on a south

tion is by far preferable to it; for while the

negro is the recipient of almost universit

the uncalled for venom of humanity's mean

agents who write their Captains (when uni

letters couched in terms so degrading and

to the feelings of those to whom they are

renders the name of their authors at once

gratify the malignity of little minds,

ame time it evinces very bad taste, and

seeping with common sense. The ship

ere mean enough to write such letters, gener

eat their own ends; for when the ship

that he cares but little whether the vo

accessful termination or not.

ceives these abusive effusions, he feels so dis

There is fortunately another class of ship

on whom too much praise cannot be bester

are men of as fine feelings and good print

any class of men in the world; they of

with their masters when unfortunate,

ship master receives a letter from such as

is at once encouraged, and is also prepa

go bardships, privations, or anything

purpose of getting oil for such a man.

Truly yours,

into the upper circles, and men of stands

ices are countenanced?

motive for the innovation.

ture presented in case of a tussel.

in Honolulu.

see a good read made there or on the other

accomplished it long ago.

Now, Mr. Editor, take your map again, and

region, and no inhabitants de

hose above-mentioned.

Wilkes, of Waimea.

die for the sake of being in print and talked about. HARD DIGGING .- The steam dredge now at work off the Esplanade, has for the last fortnight past, had very hard work to perform, having to cut through solid coral and lava, severely testing her strength. She has to dig twenty feet, in order to obtain the required depth. Sometimes the dipper brings up solid pieces weighing six or eight cwt., that it has fairly hewn off. Last week the dipper brought up some interesting relies, among which was the handle of an ancient war club, having the appearance of being in the water for a very long time.

Our cotemporary is very smart sometimes In last Saturday's issue, in its shipping for the port of Honolulu, it gives a long string of coasters, as arriving on the 27th, all of which had arrived on the 20-1 and 2d. The "terrapin" is evidently beginning to be brought into active service again. We should'nt have noticed the smartness of the terrapin coach, only for boast made in the previous number that its " Marine Report is second to none for accuracy," &e. -

THE DASHAWAYS .- It is gratifying to witness th onward and upward progress of this Society. Two additional addresses by their own members have been delivered since our last issue. Mr. Irwin's was sound, sensible, and especially suggestive to parents. Mr. Wescott's was poetical and racy. The next will be delivered by Mr. H. A. P. Carter. Our narrow limits confine us to a brief notice .- Friend.

IRWIN & Co., ACCOUNTANTS .- It gives us pleasure speak of this firm, and the satisfaction with which hey execute all orders. The long experience of Mr. Irwin in this line of business, and of Mr. Ingols as book keeper in many of our leading houses, is a criterion that anything entrusted to their care, will be properly attended to.

Suppen Death .- A German named William Pentz, formerly employed at the Merchants' Exchange, on leaving Smith & Pickering's Saloon in Fort street, on Monday evening, where he had just eaten icecream, was seized with a fit and fell on the side-walk. During the night he died.

WORTH MENTIONING .- Yesterday morning, James Ward, a sailor boarding at the National Hotel, found a heavy and valuable gold hunting watch, and chain. With praiseworthy honesty, the man took it to the Police Station, where in a short time it was claimed UNDER-WAY. - Messrs. Brewer & Co., on Saturday

the occasion, at which a crowd of their friends were present with hearty alohas for the success of the firm in its new and central stand. HONOLULU VS. HANALEI. - Dr. Hoffman has brought to us a noble papaya grown in his garden, which is nearly equal to that received from Hanalei. It

market building. A liberal repast, was provided on

measures 22 inches in circumference. The Friend of Nov. 1, contains a long letter,

with many facts of interest relating to Japan.

[Correspondence Pac. Commercial Advertiser.] Letter from Japan.

HAKODADI, Aug. 3, 1859. EDITOR P. C. ADVERTISER-SIR :- I left Honolulu January 4th, in the good ship Empire, Capt. Russell and after a cruise of eighty-four days, dropped anchor in this port on the 29th of March, on the tail end of a typhoon. I send herewith a list of the whalers who have touched here from March 11th to

July 23d inclusive.

Hakodadi is a queer place, and I would advise no one to come here to reside. Ships in want of supplies or repairs can get all they want through the Vice Commercial Agent of the United States, who does all he business here. Potatoes are plenty and cheap. The great annoyance to foreigners is the matter of exchange. By reference to the American Treaty with Japan you will see that there is a clause which gives to the consuls, agents, &c., and their families and employes, the right to exchange foreign money for Japanese currency, even weight. Well, their gold coin is mostly silver, plated with gold. A kobang, an oblong piece, weighing with American gold \$7, is actually worth in Mexican silver about \$2 34, so hat the foreigner who brings his foreign coin to change gets swindled at a wholesale rate. The money changing is done at the "Bazaar." In exchange for Mexican dollar yesterday, I got three "itsibus" and nominally 135 iron "cash," though they cheated me 88 per cent on the latter by giving me short strings. On complaining to a government official, be ordered it to be rectified, saying that the short strings were designed for sailors. A few days ago, it was given out that a new coinage was about to be issued, exactly half the weight of a Mexican dollar, and that two of them would be worth 135 iron "cash" more than the old rates of exchange. This, however, turned out but another swindle on the part of the

authorities. To-night, the Americans have a meeting, when will be formally resolved to insist upon the dollar passing at 5988 "cash" and receiving their coin at its true value, according to the actual meaning of the | it, I ask, in all candor, if such a community treaty. But I am inclined to think that nothing short of the smell of gunpowder will cause these cheating rascally Japanese to abate the exchange nuisance, and deal honestly with strangers. Yours, &c.,

Justice to Whom Justice is Due.

Mr. EDITOR :- It is not in accordance with my feelings to appear before the public through the medium of newspapers, but my feelings have been so much outraged, and my desire to do right having been treated with such uncalled for contempt, that I feel constrained to lay the whole matter before a diserning public, for the purpose of vindicating my character from the calumnies which have been heaped upon it. I therefore request the publication of the following correspondence: HONOLULU, Oct. 15, 1859.

To the Officers and Members of the Honolulu Dash-

GENTLEMEN :- At your last meeting, charges were referred against me and in consequence of which I was in a summary manner expelled from your instiution, an institution in which I was deeply interested. Gentlemen, the object in writing this letter is for the purpose of appealing to your generosity. I call only for charity, the greatest of earthly attriutes, and would request you to reconsider the vote by which I was expelled; you have formed a precedent by admitting two members who had broken their oledge. "Fair play is a jewel." I admit that I am a part and parcel of depraved humanity, and as such liable to err, for erring is a failing peculiar to all mankind; and if not, why then the necessity of en institution like yours, gentlemen? I ask for the privilege of again appearing before your bar, and their to stand or fall at your pleasure. The love of haracter has no affinity to pride. Therefore, I hope shall not be accused of pride, when I ask the above favor for character's sake. I would wish further to impress upon your minds one of George Washington's rules—" Let not your private feelings interfere with your public duties."

I remain, gentlemen, your most obedient and home ble servant.

WILLIAM P. RAGSDASS.